

and are too much the result of exceptional circumstances to be used in a calculation of this description:—

### 1. BETWEEN CHICAGO AND MONTREAL.

#### VIA WELLAND CANAL.

Chicago to Port Colborne, 1000 miles—lake freight, 5 mills per ton per mile .....	\$5 00
Welland Canal, 28 miles, at 11 mills per ton per mile, canal freight.....	0 30
Tolls on Welland Canal.....	0 66
Port Dalhousie to Montreal, 360 miles, at short lake and river rates of 6 mills per ton per mile.....	2 00
	<hr/> \$7 96

#### VIA TORONTO.

Chicago to Collingwood, 575 miles—lake freight, 5 mills per ton per mile .....	\$2 87
Collingwood to Toronto, 93 miles, at R. R. rates of 25 mills per ton per mile .....	2 32
Additional handling....	0 30
Toronto to Montreal, same as from Port Dalhousie.....	2 16
	<hr/> \$7 65

Showing an advantage of 31 cents per ton per mile in favor of Toronto; while, as to time, the advantages over the Welland Canal route would stand thus:—

Chicago to Port Colborne, at 10 miles per hour.....	100 h.
Welland Canal.....	36 h.
	<hr/> 136 h.
Chicago to Collingwood at same speed.....	57 h.
Collingwood to Toronto, with transshipments .....	24 h.
	<hr/> 81 h.

Showing a difference in time in favour of Toronto of 55 hours—enough in itself to turn the trade.

### 2. BETWEEN CHICAGO AND BOSTON.

#### VIA BUFFALO.

Chicago to Buffalo, 1,050 miles—lake freight, 5 mills per ton per mile...	\$5 25
Buffalo to Albany, 364 miles—Canal rates, 11 mills per ton per mile.....	4 00
Albany to Boston, 117 miles—R. R. freight, 25 mills per ton per mile.....	2 92
	<hr/> \$12 17

#### VIA TORONTO.

Chicago to Collingwood, 575 miles—lake freight, 5 mills per ton per mile .....	\$2 87
Collingwood to Toronto, 98 miles—R. R. freight, 25 mills per ton per mile .....	2 82
Toronto to Oswego, 140 miles short—lake freight per ton per mile, 7 mills .....	0 98
Oswego to Albany, 175 miles—Canal rates, 11 mills per ton per mile.....	1 92
Albany to Boston .....	2 92
Two additional transshipments.....	0 30
	<hr/> \$11 31

Shewing an advantage in favor of Toronto of 86 cents per ton.

The result of these comparisons is still further strengthened by the favors with which the Insurance Companies have from the first, regarded the Collingwood route, as compared with Lake Erie—a difference of  $\frac{1}{4}$  per cent. having been made in favor of the former, during the past year.